

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00 L-03
SS-15 NSC-05 /054 W
-----041037Z 123564 /12

R 040932Z MAY 77

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 2405

INFO AMEMBASSY LONDON

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E.O. 11652 N/A

TAGS: EAIR, FR

SUBJECT: CIVAIR: TWA SERVICE TO NICE

REF: STATE 92819 (NOTAL)

1. SOCIE, WHO HANDLES SCHEDULE FILINGS(AS WELL AS CHARTER AUTHORIZATIONS) AT DGAC, INFORMS US THAT CARRIERS ARE REQUIRED TO FILE SCHEDULES WITH DGAC THIRTY DAYS IN ADVANCE OF PROPOSED EFFECTIVE DATE. THERE IS NO DEADLINE BY WHICH THE DGAC MUST RESPOND NOR IS THERE TACIT APPROVAL. DGAC RESPONDS IN WRITING IN EVERY CASE. SOCIE SAID THAT IN PRACTICE DGAC OFTEN CUTS CORNERS, OVERLOOKING LATE FILING AND, HE CONFESSED, OFTEN ITSELF RESPONDING BELATEDLY TO CARRIER FILINGS OF SCHEDULES.

2. SOCIE CITED DGAC CIRCULAR DATING FROM 1964, WHICH HE SAID WAS STILL IN FORCE, AS CONSTITUTING REQUIREMENT FOR THIRTY DAY ADVANCE FILING OF SCHEDULES.

3. SOCIE POINTED OUT, HOWEVER, THAT THIRTY-DAY

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ADVANCE FILING APPLIES TO AIRLINES ALREADY OPERATING INTO FRANCE, WHEREAS THE SAME 1974 CIRCULAR ALSO STIPULATES THAT WHEN A COMPANY OPENS A NEW LINE, INTRODUCES A NEW STOP (ON AN EXISTING LINE) OR A NEW AIRCRAFT ON THAT LINE, RELEVANT DOCUMENTATION INCLUDING SCHEDULES MUST BE SUBMITTED TO DGAC AT LEAST THREE MONTHS IN ADVANCE OF THE

PROPOSED EFFECTIVE DATE. SOCIE REMARKED POINTEDLY TO US THAT HE HAD SUPPLIED A COPY OF THE 1964 CIRCULAR TO NATIONAL AIRLINES (WHOSE REP HAD THEN SENT US A COPY) AND AT THE VERY OUTSET OF OUR CONVERSATION SOCIE HAD INTERRUPTED TO ASK WHETHER OUR QUERY WAS DIRECTED TO THE NATIONAL AIRLINES' CASE. WE REPLIED IN THE NEGATIVE, EXPLAINING THAT WE SOUGHT ONLY GENERAL INFO FOR THE DEPT.'S ENLIGHTENMENT. (COMMENT: WE PREFERRED NOT TO DISCUSS THE NATIONAL CASE WITH SOCIE UNTIL WE HEAR FURTHER FROM ESPEROU OR RAISE THE QUESTION AGAIN DIRECTLY WITH HIM. IN THIS CONNECTION, DEPT.'S REPLY TO PARIS 12670 STILL AWAITED.)

3. TWA IS ALSO HAVING SOME PROBLEMS WITH DGAC OVER ITS SCHEDULES OF WHICH DEPT. MAY BE AWARE, STEMMING FROM CHANGE OF GUAGE ON FLIGHTS FROM CAIRO AND TEL AVIV TO NEW YORK VIA PARIS. SOCIE TOLD TWA REP PROBLEM COULD PROBABLY BE FAST RESOLVED IF CAB ACTED ON REQUESTED RENEWAL OF TORONTO SUBSTITUTION FOR AIR FRANCE. THIS ASPECT CAME UP INDIRECTLY IN OUR OWN CONVERSATION WITH SOCIE, WHO REMARKED THAT DGAC WAS STILL AWAITING US RESPONSE ON TWO FRENCH DEMANDS, I.E., TORONTO SUBSTITUTION AND CO-TERMINAL RIGHTS FOR CHICAGO. (COMMENT: IT WAS OUR UNDERSTANDING THAT AIR FRANCE

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WAS NO LONGER PRESSING FOR CO-TERMINAL RIGHTS AT CHICAGO OVER THE SHORT TERM. WE ARE UNAWARE WHETHER GOF HAS EVER RECEIVED DIRECT RESPONSE TO ITS EARLIER REQUEST TO US FOR CO-TERMINAL RIGHTS AT CHICAGO, BUT IT WOULD APPEAR FROM STATE 81448 THAT FRENCH EMBASSY MADE NO MENTION OF CHICAGO IN ITS LATEST DEMARCHE ON NICE/TORONTO EXTENSIONS.)

5. COMMENT: WE WONDER WHETHER THINGS MIGHT SUDDENLY AND QUICKLY LOOK UP FOR NATIONAL TOO IF EARLY ACTION WERE TAKEN ON THE TORONTO EXTENSION. IF, HOWEVER, NEGATIVE RULING IS HANDED DOWN SHORTLY IN CONCORDE LAWSUIT IN NEW YORK, THEN ALL BETS ARE OFF.

6. NATIONAL REP HAS LEARNED FROM LOFTLEIDIR REP THAT LOFTLEIDIR'S APPLICATION TO OPEN NEW LINE BETWEEN PARIS AND REYKJAVIK, WHICH WAS FILED WITH DGAC ON FEB. 26, WAS APPROVED BY DGAC ON MARCH 21. (LOFTLEIDIR'S ONCE WEEKLY SERVICE WILL OPERATE FROM ORLY AIRPORT. HOWEVER, LOFTLEIDIR REP APPARENTLY DID LIMITED OFFICIAL USE

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NOT MAKE STRENUOUS EFFORT TO OPERATE INSTEAD FROM CDG AIRPORT.)

7. SUBSEQUENT TO DRAFTING OF ABOVE STATE 100211 AND STATE 100588 WERE RECEIVED.
GAMMON

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: POLICIES, COMMERCIAL AIRCRAFT, AIR ROUTE APPLICATIONS
Control Number: n/a
Copy: SINGLE
Sent Date: 04-May-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977PARIS13028
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770156-0302
Format: TEL
From: PARIS
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770595/aaaadefz.tel
Line Count: 150
Litigation Code IDs:
Litigation Codes:
Litigation History:
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Message ID: dc568c9a-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
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Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
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Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 22-Dec-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2644443
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: TWA SERVICE TO NICE
TAGS: EAIR, FR, US, TWA
To: STATE
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/dc568c9a-c288-dd11-92da-001cc4696bcc
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